

REPORT / RECOMMENDATION



To: Edina Transportation Commission

Agenda Item #: VI. A.

From: Mark K. Nolan, AICP, Transportation Planner

Action ☐

Date: September 18, 2014

Discussion ☒

Subject: Sidewalk Facilities Plan

Information ☒

Action Requested:

Recommend attached Sidewalk Facilities Plan to be forwarded to City Council and the Planning Commission for an October 22 Public Hearing regarding its amendment to the Comprehensive Plan.

Information / Background:

Please recall that as part of the overall Living Streets Plan, staff has been preparing a new Sidewalk Facilities Plan based in part on the 2008 Comprehensive Plan, Living Streets principles/recommendations and input from City staff, officials and residents. The ETC considered a draft Sidewalk Facilities Plan as part of the Draft Living Streets Plan discussion at its July 17 meeting.

At their July 1 Work Session, City Council expressed a desire to approve an updated Sidewalk Facilities Plan prior to the approval of the overall Living Streets Plan (anticipated by end of 2014). Council also directed staff to bring the Sidewalk Facilities Plan to them for approval and amendment into the Comprehensive Plan, so that an approved sidewalk network can be considered during the planning and design of current and future roadway reconstruction projects.

The following is the anticipated timeline for approvals and amendment to the City of Edina Comprehensive Plan:

- | | |
|------------------------------------------------------|--------------|
| • ETC recommendations and approval | September 18 |
| • Informational packet received by Council | October 7 |
| • Sidewalk Facilities Plan posted for public comment | October 7 |
| • Planning Commission Public Hearing | October 22 |
| • Council approval of Comprehensive Plan amendment | November 3 |

Comprehensive Plan Amendment: Pedestrian Facilities

Attached is the Sidewalk Facilities Map, which will replace Figure 7.10 in the 2008 Comprehensive Plan, and below is content that is recommended to replace the “Pedestrian Facilities” section of that Plan (Chapter 7, pages 7-33 to 7-36: “Pedestrian and Bike Facilities”).

Pedestrian Facilities

The goal of this section is to build upon the current City practices to create a framework for planning and implementation of future sidewalks. Sidewalks and other pedestrian facilities are an important component of the City's transportation infrastructure.

Sidewalks and paths provide safe movement for individuals of all ages, decrease the dependency on motor vehicles, and encourage active lifestyles. An effective municipal sidewalk system provides network continuity such that there is broad geographic coverage for a range of users and uses, without notable gaps.

Sidewalks should provide a comfortable space for pedestrians between the roadway and adjacent land uses. Sidewalks are the most important component of pedestrian mobility. They provide opportunities for active living and access to destinations and critical connections between multiple modes of travel, as users of motor vehicles, transit and bicycles all must walk at some time during their trip.

Refer to the Sidewalk Facilities Map (**Figure 7.10**) for locations of existing and proposed future sidewalks.

Sidewalks are required:

- Where a street abuts or is in the vicinity of a public school, public building, community playfield, or neighborhood park. Termini to be determined by context.
- On both sides of minor arterial streets.
- On one or both sides of collector streets.
- As required by zoning code or condition of plan approval.
- When one or more of the context criteria are met (see below).

The following context criteria may be used when determining whether an otherwise optional sidewalk should be required. The criteria may be applied in any combination, using engineering judgment. An optional sidewalk may be required when:

- A sidewalk is recommended by the Edina Active (Safe) Routes to School Comprehensive Plan.
- The street is identified as a park or commercial destination.
- Average daily traffic is greater than 500 vehicles.
- 85th percentile speed is greater than 30 mph.
- There is a history of crashes involving pedestrians walking along the roadway.
- Transit stop(s) are present.
- A sidewalk would create a logical connection between destinations.
- Site lines, roadway geometry, or insufficient lighting makes it difficult for motorists to see pedestrians walking along the roadway.
- The street width is less than 27 feet.

Citizen- and/or business-petitioned sidewalk locations will also receive important consideration as they are brought forward for City review.

Sidewalks within the City are divided into the following three categories. It is possible that a sidewalk may fit into more than one category:

State-Aid sidewalks are located adjacent to Municipal State-Aid Streets (MSAS) and are funded from MSAS funds.

Active Routes to School sidewalks are identified by the Edina Active Routes to School Comprehensive Plan (approved on Feb 3, 2014) as recommended to improve connectivity and safe routes to schools.

City sidewalks are sidewalks that meet the requirements and/or context criteria above.

Sidewalks shall be a minimum of 5 feet wide to provide adequate space for two pedestrians to comfortably pass side-by-side. Wider sidewalks (8 to 12 feet) are recommended where pedestrians are likely to travel in groups, such as near schools and in shopping districts, or where adjacent to transit stops.

A standard minimum 5-foot boulevard (the space between the sidewalk and the curb or edge of pavement) shall be provided whenever possible to increase pedestrian safety and comfort, as well as providing space for snow storage. Minimum planted boulevard widths may be two feet (see following paragraph).

In shopping districts characterized by zero-lot lines, street furniture and/or on-street parking, sidewalks may be wider with no boulevard. Additionally, a shallower boulevard or curbside sidewalk may be constructed when the cost of constructing a five-foot boulevard would be excessively disproportionate due to existing right-of-way or topographical constraints. Curbside sidewalks shall have a minimum width of 6 feet unobstructed for travel (5 feet clear of sign posts, traffic signals, utility poles, etc., plus one foot for snow storage/clearing operations).

Financing of the future sidewalks are separated into two categories:

1. **State-Aid** Costs cover any proposed sidewalk located adjacent to a State-Aid designated roadway and are paid 100 percent by State-Aid funds.
2. **Active Routes to School and City** Costs cover any proposed sidewalk located adjacent to a non-State-Aid designated roadway and are paid 100 percent by the Pedestrian and Cyclist Safety (PACS) Fund.

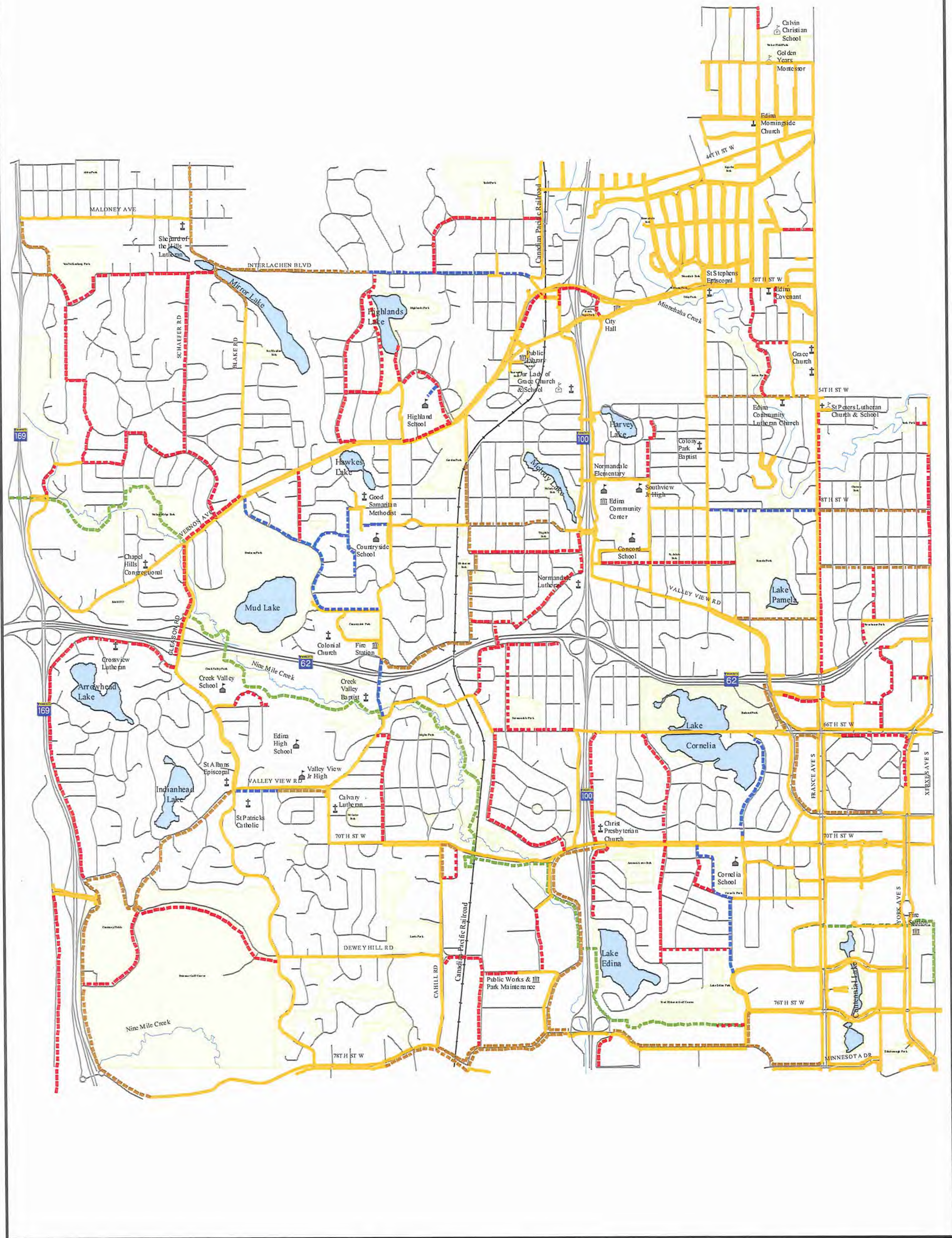
The City should search out additional funding sources, such as grants or partnering with other agencies, for larger projects that have regional significance. One potential important source is the Safe Routes to School Program in which Mn/DOT allocates federal funds to projects of merit selected on a competitive basis.

Sidewalks located on State-Aid roads or within the Public School Zones will be maintained by the City of Edina. Typical City maintenance includes snow removal and repair of broken or shifted sidewalks. Sidewalks located in other areas must be maintained by the property owners.

Attachments:

Figure 7.10: Sidewalk Facilities

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Legend
 Existing Sidewalk
 Future State-Aid Sidewalk
 Future Active Routes To School Sidewalk
 Future City Sidewalk
 Future Nine Mile Creek Regional Trail



City of Edina 2008 Comprehensive Plan Update

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 Engineering Dept
 September 2014

Sidewalk Facilities
 Figure 7.10